





## Insurance.

THE NEW YORK LIFE INSURANCE CO.,  
(The Oldest International Life Insurance Company in the World).

SUPERVISED BY 32 GOVERNMENTS.

A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

**GOLD—** \$1,000,000,000  
of insurance in force To-day.

The following is a comparison of the three Largest Companies:—

## OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three Companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash:

## NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Am't of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders) .....	73,471	\$152,093,369	\$6,054,499
Mutual .....	51,785	\$128,780,088	\$5,146,549
Equitable (Capital Stock \$100,000,000) .....	42,010	\$121,467,516	\$4,486,654

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and HIRLEY DALRYMPLE & CO.,  
Agents, Hongkong.

## To-day's

## Advertisements.

## HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING will be held TO-MORROW (THURSDAY) in the CRICKET PAVILION at 5 o'clock.  
F. BROWN, Hon. Sec.  
Hongkong, 13th September, 1899. [1166a]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.  
INCORPORATED, 1891.

## NOTICE TO MEMBERS.

A SMOKING CONCERT will be held in the ROOMS of the above Institution, on SATURDAY, the 16th instant, at 9 P.M.  
Members and their Friends are cordially invited.

ARCHIBALD RITCHIE,  
Hon. Sec.  
Hongkong, 13th September, 1899. [1173a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.  
THE Company's Steamship

## "MOYUNE."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.  
Hongkong, 13th September, 1899. [1170a]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LANTWERN, LONDON, COLOMBO AND SINGAPORE.  
THE Company's Steamship

## "KAWACHI MARU."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 19th instant, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 18th instant, and SATURDAY, the 23rd instant, both days at 10 A.M.

All claims must reach the undersigned before the 19th September, or they will not be recognized.

NIPPON YUSEN KAISHA.  
Hongkong, 13th September, 1899. [1174a]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

## "GLENFARG."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & CO.  
Hongkong, 13th September, 1899. [1168a]

## Intimation.



A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

## WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule .....	\$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule .....	16.20
D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) .....	20.40

## SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule .....	\$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Seal Capsule .....	12.00
D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule .....	12.00
E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule .....	14.40
F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) .....	20.40

A. S. WATSON & Co., Limited.  
QUEEN'S ROAD CENTRAL.

## DEATH.

At her residence "Belair," River Valley Road, Singapore, on September 6th, ELLEN KEASBERRY, widow of the late Rev. BENJAMIN KEASBERRY, in her 72nd year.

In loving memory of the Rev. B. P. Keasberry, who died suddenly on 6th September, 1895.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 13, 1899.

## NORTH BORNEO'S OPPORTUNITY.

"It is an ill wind that blows nobody any good," says the old saw, and the troubles in the Philippines have apparently come as a perfect godsend to North Borneo.

The Philippine ports are closed, the whole trade of the islands is upset and the result is that Borneo's chance has come and all that is needed is men of sufficient foresight and ability to take advantage of it.

The closing of the Philippine ports has resulted in the stoppage of the timber trade in those islands; the stoppage of the timber trade has resulted in a rise in the price of timber in the Hongkong market of some fifty per cent.

The result is that the Bornean timber trade has received a great fillip and is advancing by leaps and bounds, all timber arriving from there having a ready sale and the supply falling short of the demand.

One thing, however, is certain, and that is that Borneo is equal to supplying all the wants of the Far East in the matter of timber for years to come.

The whole of the territory of the North Borneo Company may be described as one huge primeval forest, with here and there a clearing where the natives have made inroads upon the forest.

And these clearings are not of any great extent, either, except upon the West Coast, and it is not from the West Coast that the best timber comes.

The whole of the East Coast is most sparsely populated, villages are few and far between, and where there are no villages there are no clearings, but the virgin forest stands untouched, thousands upon thousands of acres of it, hard and soft woods suitable for all purposes to which timber can be supplied.

Why then has this wonderful accumulation of wealth been allowed to remain so long untouched? Simply from a lack of energy upon the part of business men, a disinclination to enter fresh and comparatively unknown fields.

Some have engaged in the timber trade and have made money by it, but, lacking the necessary capital to carry on their business upon a large scale, their operations have been confined to thinning out the best classes of timber around the settlements.

There is no reason why, if properly worked, the forests of North Borneo should not prove to be a veritable gold mine. The timber is there in large quantities and only awaiting the axe, communication is fairly easy, and the country is so cut up by creeks and rivers that transportation to the sea, often the most important obstacle in the way of the timber trade, is rendered quite a minor consideration.

So far, it is only along the edges of a few of these creeks that felling has taken place, and the reason of this is that no facilities have been provided for the transportation of the timber to the water.

The usual manner of taking out the logs is upon wooden sledges, called by the Malays *rakib*, which are dragged by the timber gangs. This is naturally an expensive operation and a very small upward incline forms an insurmountable barrier to a fair sized log.

Once in the water matters are comparatively easy. If the logs are of soft-wood they are simply rafted together and towed to the timber wharf, and loaded, while if they are of hard-wood they are either put into lighters or rafted, with a float on either

side composed of a soft-wood log. In this manner all the timber is brought out. What is wanted in Borneo is some easy and inexpensive means of transporting the log from the jungle to the stream and this could be easily supplied by a light portable tramway, or, better still, by elephants.

There are hundreds of wild elephants in Borneo, so that the timber company that imported the same animal from India or Burmah would have no need to fear an account of a scarcity of fodder.

The two elephants lately imported by the Telegraph Department are said to be able to feed themselves in the jungle and so the fodder question would be done away with.

A couple of elephants would haul more heavy logs in a day than a great number of coolies, and would not require wages, while they would have the advantage over a tramway, for that has to be laid and shifted as occasion requires.

If any further proof of the prosperity of the Bornean timber trade is needed we have only to point to the China Borneo Company. Labouring under the burden of an enormous debt balance, this company, under careful and able management, has so far retrieved its position as to have its shares, a year ago regarded as so much waste paper, quoted in the local share lists at par.

## NOTES AND COMMENTS.

## RAIN IN INDIA.

No piece of news has given us such pleasure for a considerable time as Reuter's announcement that "rains have removed all fear of famine in Western India." Famine at the best of times is a most serious business.

It means the expenditure of a vast amount of money, the loss of a great many lives and the retarding of the advancement of India in proportion to the extent and duration of the famine.

Just at present, when we are liable to be engaged in a war with the Transvaal at any moment, a famine would be a great misfortune, it would mean that our attention would be divided and both the Indians and the Uitlanders in the Transvaal would suffer.

Now that all fear of famine has been removed we can look upon the present state of affairs with far less apprehension.

## THE DREYFUS CASE.

Boycotting does not as a rule appeal to the average Englishman as a fair method of settling disputes or of showing disapprobation, it savours too much of taking the law into one's own hands, a thing that we are never over anxious to do.

Reuter, however, tells us that a movement has been started upon the Continent and in America to boycott the Paris Exhibition, owing to the DREYFUS affair.

Desperate maladies require heroic remedies, and probably no more telling method of bringing the French to their senses could be adopted at the present time.

It is a well known fact that DREYFUS was sacrificed for expediency's sake and, if the boycott movement is carried out, there can be little doubt but that he will be eventually vindicated for the same reason.

The failure of the Paris Exhibition of 1900 would affect the honour of France. We do not think that even the French Army could hold up its head (perhaps we should have said heads) if the Paris Exhibition were to be a failure.

A failure it must be if other nations boycott it. It would degenerate into a mere exhibition of things French and as such would not attract one tenth of the people who would otherwise visit it.

A mere exhibition may not appear to be so great a consideration to many people, but the French, at all events regard their exhibition as a national affair and would even go so far as to do their utmost to postpone a war until the close of their great show.

They have said as much. France has made such a fuss over the DREYFUS affair that she can have only herself to blame when others take up the cudgels in favour of her victim.

## REUTER'S TELEGRAMS.

## PROPOSED BOYCOTT OF THE PARIS EXHIBITION.

LONDON, September 11th.

A movement has been started on the Continent and in America to boycott the Paris Exhibition of 1900 owing to the Dreyfus affair.

## INDIAN CROPS.

Rains have removed all fear of famine in Western India.

## THE FRENCH IN AFRICA.

The French force of the Lamy expedition to Lake Chad has been annihilated by an overwhelming force at Tuareg Oasis.

## WEATHER REPORT.

The Observatory report says:—

On the 13th at 11.45 a.m. The barometer has risen slightly on the E. coast of China, fallen a little on the S. coast. Pressure remains high over China, with a slight gradient for N.E. winds on the coast and in the N. part of the China Sea. Forecast:—Moderate N.E. winds; mostly fine, but some showers.

## LOCAL AND GENERAL.

The annual general meeting of the Hongkong Football Club will be held to-morrow afternoon, at 5 o'clock, in the Cricket Pavilion.

We hear that the authorities have refused to grant a clearance to the chartered transport *Tartar* on the ground that she is overcrowded.

SIR EDWARD ANTROBUS is desirous of selling Stonehenge, which is now attracting hordes of excursionists. He has offered it to Government for £125,000.

OWING to the melancholy death of Dr. de Vicq we learn, says the *Singapore Free Press*, that the Foreign Office at the Hague has wired to the Dutch Consul at Penang to come on here and act as Consul General in the Straits Settlements.

Pending the return of Mr. Fleury, who is at home on leave, Mr. Obermuller, the Vice-Consul here, has been directed to proceed from Singapore, and act as Consul at Penang.

As Dr. de Vicq was also acting Consul for Italy and Portugal it is expected his sudden death will necessitate the early return of the Marquis de Goytuela to Singapore.

ARABIAN reports speak of disturbances in Omdurman, which have taken place between the factions of the Khalifa and the British troops respectively, with the faction following of Princes Habibullah Khan and Nassarullah Khan. Rumour asserts that there is now a sharp enmity between the two princes.

The following facts, says the *Kobe Herald*, shed a curious light on the mutual relations of the foreigners with the Japanese.

*Onaka Mainichi* has been to the trouble of calculating the money spent by the officers and crew of the British warships recently assembled at Hakodate, during the ten days of their stay.

The total, it seems, amounted to over yen 150,000 in all, including yen 5,000 in tramway fares, yen 450 in sampan fares, yen 6,500 to 19 saloons, yen 800 to washermen, yen 4,000 to horse hire, yen 2,500 to rikisha hire. Yen 7,000 was spent in the prostitute quarter and yen 100,000 paid to the Hakodate Branch of Messrs. Curnow & Co., of Yokohama.

DYSENTERY is very widespread this year in Japan and it is expected that the total number of cases up to the end of the year will be double that of last year.

The statistics of the deaths caused by the epidemic last year compiled by the authorities show that the total number of cases reported was 99,976, of which 23,394 ended fatally.

The subsidy granted by the Imperial Treasury to the fund for the suppression of the disease amounted to ¥148,922, and when the amount expended by *Fu* and *Ken*, cities, towns and villages and public donations for the same purpose is added, the total is ¥3,113,939.

The damage caused to trade in the various prefectures is estimated at ¥3,054,969, making a total loss of ¥6,168,908, which is equal to about ¥69 for each patient.

The *Daily Chronicle* prints the following story about the Queen of Italy:—Her Majesty was recently walking in a Roman suburb when she noticed a pleasant faced little girl and spoke to her.

There was a little conversation, and the Queen asked the child what she could do in the way of needlework. "I can knit stockings," Signora, replied the girl.

"Do you know who I am?" continued the Queen. "Yes, Signora, you are the Queen." "Well, then, make me a pair of stockings, and send them to the palace."

A few days afterwards the stockings arrived, and Queen Margherita in return for the gift sent the child a beautiful pair of rose coloured stockings, the one filled with sweets, the other with money.

Next day the Queen received a letter from her little friend, couched in the following words:—"Signora: Your gift has caused me no end of tears. My father, collared the money, my elder brother grabbed the sweets, and as to the stockings, why, mother put them on herself."

CRITICISM of the campaign in the Philippines, says a New York correspondent, had one excellent result. The Republicans do not any more than others like to fight on the ground selected by their adversaries; hence the Republican party will push finance to the front just in proportion to the headway made by Anti-Imperialism.

This being so, the effect of the attacks upon General Otis will be seen in a tendency to promote legislation for putting the gold standard upon the Statute-book.

Nothing would be better calculated to revive those divisions among the Democrats which showed signs of disappearance when Mr. Bryan put silver third upon his campaign list; and nothing would be more likely to unite Republicans, who may be tempted to go astray because of their disgust with Algerism.

Mr. Alger having gone, the Republican managers are planning to put forward another campaign issue by means of thorough financial legislation when Congress meets.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m.:

ORDERS OF THE DAY.

1. Report of the Sub-Committee on the base-ments of 24-30 Circular Pathway.

2. The Honourable Director of Public Works will move:—That in future the dry earth system be introduced into all the Government latrines and also, if possible in the privately owned latrines open for public use.

3. The question of extending certain of the Sanitary Laws of the Colony into the New Territory.

4. Five applications for permission to keep swine.

5. Animals shot at the Kennedytown Depot, suffering from Rinderpest.

6. Animal died at the Kennedytown Depot, suffering from Rinderpest.

7. Plague Quarantine Rules from Burmah.

8. Further report of the progress of Bubonic Plague at Bombay City for the period 1st to 14th August, 1899.

9. Mortality Returns from Macao for the week ended 27th August, 1899.

10. Mortality Statistics for this Colony for the weeks ended 2nd and 9th September, 1899.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Leung Yan Poo ..... \$15  
Mak Wan Leung and Mak Tso Tsun ..... 25  
Wong Chuk Yau ..... 25  
Chiu Hang On ..... 25  
Lin Chuk Kai ..... 15  
Lip Kam Ting ..... 10  
Wong Yu Chung ..... 10  
Chun Yin Ming ..... 10  
Yung Yit Ting ..... 10  
Yung Shin Po ..... 10  
Lam Pang Poo ..... 10  
Loo Chung Ku ..... 10  
Lan Pun Chiu ..... 10  
Sham Pak Ming ..... 10  
Linshead and Davis ..... 10  
Carlowitz & Co. Compadore ..... 10  
Specie Bank ..... 10

Standard Oil Co. H. Skatt & Co. Imperial Banks Nippon Yusen Kaisha's Meyer & Co. Marks & Co. Reuter, Brockmann & Co. Hongkong Hotel Co. Kwong Li Cheong. Ng Tai Mi. To Yit Ting. Tak Cheong. Lau Ching Pak. Ng Wai Chi.

WITH much regret many will note the death of Mrs. Keasberry, widow of the late Rev. B. P. Keasberry, whose name is so well known in Singapore and Johore as one of the old missionaries of the place. Mrs. Keasberry has been ill for some time, and her death occurred to-day (6th inst.) exactly 34 years after that of her husband. — S. S. Press.

A VERY interesting addition has just been made to the anthropological collection in the Natural History Museum at South Kensington. It is a perfect skeleton of an aboriginal Tasmanian.

Only four complete skeletons of this extinct race are known to exist, and owing to the custom of burning the dead which prevailed among them, it is very doubtful whether any others will be recovered.

The last male of the race died in March, 1869, and in June, 1876, they died the last woman, Truganina, or Lallia Rookh, as she was afterwards called. She was absolutely the last survivor of the race, and this fact lends additional interest to the possession by the Museum of authentic busts of her and her husband, modelled by Mr. Murray, of Hobart Town.

## TRANSPORT "TARTAR."

## FUNERAL FUNSTON INTERVIEWED.

A representative of the *Hongkong Telegraph* went on board the *Tartar* this morning to look over the vessel. On arriving on board, without stating his business, our man ranged himself alongside an individual dressed in khaki with a silver star on his shoulder straps, without a sword, but evidently a military officer of the American forces.

Permission to inspect the vessel was readily given and the gentleman willingly offered his services as guide. It was not until after some half an hour's conversation that the newspaper man discovered that the gentleman to whom he was talking was Brigadier General Funston and that he had been fortunate enough to land at the fountain-head for information.

The General was mightily indignant at the manner in which the ship's movements had been interfered with and said despatches had been sent to Manila stopping all transports from calling at Hongkong, as it had previously been arranged that they should dry-dock and coal at this port; the outlay for which would have meant something like 20,000 dollars gold.

Not a single volunteer had complained to their own officers, neither to Colonel Metcalf nor to himself. The men who complained were the regulars who had been discharged at Manila; they had not thought fit to come to the officers first, and in fact never had complained to the officers, but had gone to the U.S. Consul General, Harbour Master's Office and to the newspapers making complaints when they ought to have been sent to the proper authorities as they were not allowed to come on board for the passage.

They had seen the accommodation before they started and had offered to come by the *Tartar*, though offered a passage on the *Ohio* in two weeks time. The arrangements made on the *Tartar* were the same as had been enforced on the transports on the voyage out and then nothing had been said.

It would have been better to have had hammocks instead of bunks, but that was a matter of detail which could be rectified in future transports. These discharged soldiers considered they were entitled to decent cabins as they were regular men on taking their discharge at Manila were allowed one day's pay and rations for every twenty miles to their homes.

Three days before these men enlisted Congress had passed a law giving discharged soldiers this travel pay from the port in America at which they landed, giving the passage in kind instead of in money.

If a soldier wished to make a complaint all he had to do was to come right along and speak to the general and as long as he spoke respectfully no one would stop him.

As regards the boat accommodation it was impossible to carry sufficient food for great numbers of men. Some of the Americans transported on board were angry at all the men. It was nothing to do with the British authorities here, if America liked to take the risk of losing her soldiers by ship-wreck she was perfectly justified in doing so, without the intervention of a friendly power.

During the time the conversation lasted



## LEGAL INTELLIGENCE.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

*Refore His Hon. W. M. Goodman (Acting Chief Justice).*

September 13th.

## CLAIM BY AN ADMINISTRATOR.

In this case, Chentu Tai Tai, a spinster residing at No. 50, Ship Street, sued Chenk Sun, who is a daily farmer and carries on business at 2 and 3, Tai Lok Lane, Shek Tong Tsui, for the recovery of certain cattle and their value—\$2,000. It appeared from the petition that on the 9th September, 1898, letters of administration of all and singular the personal estate and effects of Tsang Kun Kiu, widow, farmer, were granted to the plaintiff, and the plaintiff sued the defendant as administrator, the defendant being the adopted son of the deceased and the plaintiff's sister. At the time of her death the deceased was entitled to certain cattle, and after the death of the deceased and the granting of letters of administration the defendant claimed from the plaintiff the said cattle and the increase thereof. The defence was that the cattle belonged to the defendant. Mr. Melbourne (instructed by Mr. Holmes) appeared for the plaintiff, and Mr. Robinson (instructed by Messrs. Wilkinson and Grist) for the defendant.

Mr. Robinson suggested to His Lordship that he should confer with his learned friend Mr. Melbourne to see if some settlement could be come to.

His Lordship agreed, adding that he thought the case was one for compromise. It was arranged that the defendant should retain four cows and pay \$75 towards the plaintiff's costs.

## THE PLAGUE.

Cases reported to 12th instant ..... 1,439  
Do. do. during past 24 hours ..... 3  
Total ..... 1,442

Deaths reported to 12th instant ..... 378  
Do. do. during past 24 hours ..... 7  
Total ..... 1,385

## BURNING OF WEST HONGKOW POLICE STATION.

SHANGHAI, 7th September.

The new Police Station at West Hongkow, opened a few months ago, was almost completely destroyed by fire last night. The fire originated in a cook house situated in the upper part of the buildings, adjoining the quarters of the officer in charge, Inspector Bourke, had just retired to bed for the night, when he was aroused just at ten o'clock by the crackling sound and pungent smell of burning wood. The alarm was quickly given by telephone to the Central Station and the fire-bells rang two bells, but owing to the "absence of any" other more precise mode of specifying the particular part of the fire, the firemen had great difficulty in finding the fire and thought it was a false alarm. However, it was finally located, only to find that there were no fire hydrants nearer than over a quarter of a mile, and no means of getting water except from a small creek, close to the station, but almost inaccessible on account of the narrowness of the path dark approaches. The Police Station is supplied with water, but only with a small pipe utterly useless for fire extinguishing purposes, and the whole immense district, which was a large amount of taxes and is densely populated is unprovided with adequate means of coping with a fire, though the Police authorities have frequently pointed out this danger to the Council. Fortunately, however, the small creek alluded to was well filled with water, by reason of the high tide, and after much difficulty a fire engine was got to the spot and three lines of hose were promptly laid on, one in particular worked by the new coupling introduced by the foreman of the Deluge Coy. Mr. Algar, throwing a splendid stream over the burning building. But by this time the flames had got a firm hold on the building which as everybody saw was doomed, and shortly after eleven o'clock the roof fell in; but not before a number of men from the U.S.S. *Princeton* and some of the Salvage Corps had saved a good deal of the contents of the building. After about two hours hard work the firemen got the conflagration in hand, but not before the upper part of the building was a wreck and the lower part badly damaged. The building is insured with the China Fire for \$15,000, but this more than covers the damage. Had there been a proper hydrant system in the neighbourhood, there is no doubt that the fire would never have assumed the dimensions it did.—*China Gazette*.

## THE RUSSIANS IN NORTH-CHINA.

A correspondent now at Moukden, who, it must be frankly confessed, has nothing of the Russophile about him, writes that he has seen a plan of the proposed Russian railway from western Siberia, east of the Lake, and Kiachta and Urga to Peking. He says that Russians have made the survey for this railway, and are working on it from the Trans-Siberian railway, and they intend to complete this railway first as the most important, while continuing their work on the Manchurian line. He says he was asked by an official the other day what England intended to do, as the Chinese understood that the Government would prevent Russia taking Peking. The Manchurian railway is going on very slowly, and is scarcely built: the telegraph wire is up, but so far very little earthwork beyond Liaoyang. The Russians are getting on with the bridges, wooden ones, and are preparing the timber and piles for the bridge across the river to Moukden; but up to the present no work has been done on it. Our correspondent reiterates the complaints about the squeezing in the payment for land taken for the railway; probably it is the shufflers and interpreters employed by the Russians who are guilty of this. Our correspondent adds that the Russian soldiers who at the Chinese frontier go into the shops and take what they like at their own prices, sometimes without paying at all, so that the Chinese people will not take in any foreigners if they can help it. The Russians are working at the Chinese frontier, without any official orders, from the Chinese Government, and are also bringing in other mines in the district. The men who fall ill in Russian employ, or who are shot or wounded are sent to the British missionary doctors, who do a great deal of work for the Russians. The people are ready to see the country opened, and take ready to foreign trade. Six new foreign shops have been opened in Moukden, by the Chinese Government, and everything can be bought there, from wine, stores, drugs, silks, cloths, etc. etc. etc. at very low prices, but there are none at all selling the goods. These shops are full of people, and are doing well and

more are being altered into the foreign style. A German firm got an order from the Viceroy for 10,000 guns and 10,000,000 cartridges. The crops look well and the hemp is already being harvested. Our correspondent finished with a note on the omnipresence of the Russian soldier in Manchuria. His letter is dated the 22nd of August.—*N. C. D. News*.

## H.I.M. KUANG HSU'S DETHRONEMENT IMMINENT.

A Peking telegram of 7th instant, to the *N. C. D. News* says—

Arrangements for the dethronement of the unfortunate Emperor Kuang Hsi are proceeding apace. The Empress Dowager's choice has definitely fallen upon Prince Tuan, the nine-year-old son of Duke Tai Lan, the ninth Imperial candidate can only speak the Manchu dialect and knows no Chinese. Kuang Hsi has already been forced to draw up a memorial to the Empress Dowager asking to be allowed to resign his throne, owing to his chronic illness *vide* Imperial decree of the 4th instant, and a pretence will be made by the Empress Dowager to refuse accepting the resignation and to ask the Emperor to consider the matter again. This will be done three times, and at the third time the resignation is to be accepted as showing the Emperor is really anxious to resign. The dethronement is expected to take place shortly. The troops of Prince Ching and Jung Lu will be under arms on the occasion in case something untoward happens. Duke Tai Lan is a close friend of Prince Ching and there are doubts whether Jung Lu's party will be satisfied at this further strengthening of the Ching faction by the appointment of the new Emperor. There are rumors that, perhaps, Russia will have something to say before the dethronement takes place, as Chinese officials in Peking have recently reported that the Russians are preparing to send a large force to Peking in a few days.

## GENERAL SU'S MISSION TO KUANGCHOUWAN.

Since the French demand in 1898 for the lease of Kuangchowwan and its cession to them by China very little has been written on the subject owing to its being little known now-a-days to the outside world, except to junkmen trading between Hainan Island and the West Kuangtung and Hongkong coasts. But in the time of the previous Ming dynasty Kuangchowwan was the headquarters of large fleets of pirates who, by reason of their hold of the place, dominated not only the sea route north of Hainan Island, but the whole coast-line between Kuangchowwan and Tongking. This state of affairs is still as true now as it was three centuries ago, and the French at Kuangchowwan will easily be the masters of the whole Kuangtung and Tongking coasts. The Chinese know this, but they did not at the time of the French demand, and they are now trying their best to counteract their fatal error.

The Chinese, who at the French demand, at first, a lease of only 100 square miles of territory, and with the object of delimiting the boundaries of the Kuangchowwan, and the French at Kuangchowwan, were sent as Commissioners to meet a French Commissioner, early this year. Arrived at Kuangchowwan, however, the Chinese Commissioners found that the French were not satisfied with the little first demand, and in addition, wanted an extra territory of over double the original demand. This the two French Commissioners were not prepared to grant, but they zealously went to work to find out why the French wanted such an out-of-the-way place as Kuangchowwan. Reference to the local *Panlu* records soon explained the importance of the place *vis-à-vis* Hainan Island, the Kuangtung coast, west of Lienchow Peninsula, and the Gulf of Tongking, and it soon became apparent to the Chinese Government that any further cession of islands and territory in the vicinity of Kuangchowwan would not only make it impregnable from the sea and mainland, but also throw the whole western coast of the province as well as French will Kuangchowwan alone in the hands of the French, and the neighbouring islands and mainland, and the loss of a strong Chinese force, the mischief will be so great and with this in view, the Chinese Government is determined not to yield to all the French demands.

Already have the Chinese and French Commissioners met three separate times, but without result, as neither side would give way, and this has been the reason for sending General Su to settle the question, once for all. The French like the General, whom they style Marshal Su, as he has been very friendly, uniformly courteous and liberal-minded in his dealings with them, and the French on the Kuangtung borders, the General's headquarters being in the city of Chingchow to the north of Pakhoi, and a few miles east of the French borders; while the Chinese, on the other hand, have great confidence in him as he commanded the victorious Chinese troops at Liangshan (Langson) in the late Franco-Chinese war in 1884. As General Su has nearly 20,000 troops in the vicinity of Chingchow who are also pretty well armed, this gives colour to the report that the Empress Dowager's last verbal commands to the General—when he left Peking last week—were to fight the French if necessary, without waiting for instructions from the capital.—*N. C. D. News*.

## SZECHUAN.

Affairs in Szechuan, according to native dispatches to hand, says the *N. C. D. News*, are in a pretty unsettled condition. The district magistrates of Tsinchiang, Hsichang, Chungling, and Tatu are all in a state of ferment, the malcontents of the first two districts, which border on Kweichow province, being also joined by a large body of bandits from across the border. These and the insurgents of Chungling—the third named district—being each several hundred strong, are having it all their own way and have driven the officials into seeking refuge behind city walls, from whence they dare not issue except to welcome the reinforcements applied for from Tsinchiang and Chingchow—when they come. In the whole of the district, things look a little brighter for the Mandarins. Wang Shih-wan, captured after a fight with the strong regiment, and summarily decapitated by the Colonel of the regiment, while Yu Shao-ching, a nephew of Yu Man-tes, who wished to emulate his uncle's lawlessness and had, moreover, sworn to rescue the latter from the clutches of the mandarins, was betrayed to a party of soldiers who surprised him at his home. The young chief was eventually taken to Chungking where he was decapitated after a brief trial. Although the rebels of Tsinchiang have thus lost two of their most promising leaders, they still keep the field, but in smaller and more scattered bands, which will enable the Government troops to crush them easily in detail.

## TWO MEN, A LADY AND A YACHT.

THE INSTRUCTIVE STORY OF A CLEVER TRIO.

MR. WEAVER'S ADVENTUROUS CAREER.

Given a good address, social adaptability, plenty of assurance and a fertile imagination, says the *Japan Daily Herald*, it is not difficult for a perfect stranger to live in Yokohama for a few months at a stretch on the interest of what a home paper recently described as a lead pencil. If we were addicted to the use of slang, we should feel inclined to say that in some respects our little community is "dead easy"; in other words that it displays a guileless faith in human nature—imported—highly creditable to its heart and to its head. This opinion, we feel certain, must be shared by Mr. W. J. Weaver, owner of the handsome American schooner yacht *Norna*, which recently visited these waters, and for a season, all too brief as some no doubt, pleasantly disturbed the monotony of living in the rank our local upper ten. Mr. Weaver's popularity was shared in no small degree by his friend Mr. Perceval, a well-groomed Englishman, of reputed wealth, and by Mrs. Perceval, a French lady of remarkable fascination. Mr. Weaver, Mr. and Mrs. Perceval arrived here on June 10th, by the s.s. *Kobe Maru* from Shanghai via ports, and on the 26th of the same month the yacht *Norna* followed from Hongkong, duly consigned to her owner Mr. Weaver. The latter, in addition to his many other claims to social distinction, gave himself out to be the Commodore of the New York Yacht Club, and it is therefore not surprising that the rank and fashion of our port opened wide their arms, metaphorically speaking, and bade him welcome in their midst. Mr. Weaver's social radiance deflected many of its rays upon Mr. and Mrs. Perceval, who, moreover, were by no means content to play second fiddle to the "Commodore." Mr. Perceval knew a thing or two; so did his wife. Mr. Perceval was a "good fellow" in his own right; he could smile, he could bear himself without flinching at the poker table—a virtue shared by Mr. Weaver—though some are so envious as to say that this calm fortitude was as much due to uniform good fortune as to inherent stoicism. As for Mrs. Perceval, she was a lovely woman, and none knew better than she how to preside, audaciously decorated, with the Gallic vivacity and *esprit* at those delightful entertainments at the Grand Hotel. Moreover those who have enjoyed the privilege of those basking in Mrs. Perceval's polite smiles, and who have seen her calmly find the heart to return the quiet chips placed to their debit during the quiet poker parties which as often as not were subsequently indulged in between Mr. Weaver, Mr. Perceval and their intimate friends. Poker, we should say, was the principal diversion—no, we may say business—of Messrs. Weaver and Perceval, and of their skill in this popular game, we may very well leave others to speak who have had practical experience thereof. In due course, and no very long after his arrival, Mr. Weaver was put up at the Club by two well-known American residents. Here his expansive urbanity and his facility with which he signed chips on the slightest provocation, soon made him a welcome visitor. On the part also, the genial Mr. Weaver threw open his yacht to his Yokohama friends, and treated them on several occasions to tasteful entertainments on board, upon a scale of great lavishness. Still a poker atmosphere, if we may say so, pervaded everything in Messrs. Weaver and Perceval's vicinity, nor were they particular as to the limit with or without, they were continued unintermittently until the 5th Aug., when to the consternation of Mr. Weaver's guarantors, it was seen that the dainty little *Norna* had sailed on a cruise for an unknown destination, at an extremely early hour, with Mr. Weaver and a lady, who, however, has little to do with the story. Mr. and Mrs. Perceval remained behind. This eccentric departure had the effect of heightening public interest in Mr. Weaver and his antecedents, especially when his chips began to be presented to his guarantors for payment. Mr. Perceval then began to grow communicative and informed certain parties that when he was at Singapore with Mr. Weaver, he had given the latter a bottomry bond on the yacht for £555, which was duly executed by Mr. Perceval, however, was not in possession of the ship's papers as he should have been. The law provides that the last bottomry bond has precedence over all others. Under ordinary circumstances Mr. Perceval ought to have received his money here. In fact on the evening of the 4th August Mr. Weaver was overheard to ask Mr. Perceval to go to the United States Consulate the next morning, when he would receive his money; but when Mr. Perceval did so, the *Norna* with her owner had been gone some hours before Mr. and Mrs. Perceval had been travelling round the world in cash in hand instead of a letter of credit, and at this stage found themselves at the end of their pecuniary resources. Mr. Perceval thereupon applied to the Chartered Bank to cable to his London Bankers, the London and Westminster Bank to guarantee his cheque here, but an answer was received saying that though Perceval had ample resources they could not guarantee his cheque. Mr. Perceval again cabled through the Chartered Bank asking them to remit £200 by wire, to which a reply was received: "Cannot remit on wire. We do so immediately on receipt of letters." To have sent letters would have taken fully five weeks, an interval would have been too long for Mr. Perceval. The Chartered Bank then agreed to advance him £200 if he could get somebody here to back his cheque. This Mr. Perceval tried to do, but without success. However, on the evening of the 15th inst. he obtained a large sum from some accommodating globe-trotter on the security of Mrs. Perceval's very valuable jewellery. The following afternoon, without any previous intimation, Mr. and Mrs. Perceval suddenly left by the steamship *Wippon Maru* for San Francisco via Honolulu. Their names did not appear on the passenger list and they had not even time to say good-bye to their "many friends."

Since the yacht *Norna* and her interesting owner left these two hospitable shores, systematic inquiries have been set on foot to learn something more about Mr. Weaver, and Mr. and Mrs. Perceval. The fact has been clearly established that Mr. Weaver is not the Commodore of the New York Yacht Club, seeing that to *bona fide* members of that institution who have recently visited Yokohama, his name is entirely unknown, and that Mr. J. Pierpont Morgan holds this title. It has also been ascertained that the *Norna* touched at most Eastern and Far Eastern ports during her trip round the world, and that by a remarkable coincidence, though Mr. and Mrs. Perceval did not travel on the yacht, all three were always to be found staying at the same place at the same time. Nevertheless they were not always on terms of intimacy; often enough Mr. Perceval and Mr. Weaver would pass each other without even a nod of recognition; though at other times and places their friendship was quite touching to see. Still they

played poker with consistency and determination, an opportunity offered, and as we are informed, realised large profits. This world is always jealous of success, and it naturally came to pass that the exploits of Messrs. Weaver and Perceval in this direction excited hostility. Their consociates, enemies, at Hongkong for example, said disagreeable things about them, and even went so far as to send an intimation to Nagasaki, which resulted in their exclusion from the local Club during their brief stay at the southern port. Yokohama proved more credulous, and has had to bear consequences.

We are indebted to the *New York Herald* of as far back as March 16th, for additional particulars of Mr. Weaver's previous career, from which we take the following:

Nicholas J. Weaver (or W. J. as he registered here) is not unknown to New York. He was born in Cleveland is highly connected and well educated. His picture is in the Rogues' Gallery at Police Headquarters, No. 1796.

His VOYAGE OF EXPLORATION.

He figured most conspicuously here when, in the winter of 1895-96 he appeared at the Waldorf. About forty years old, polished in manner, expensively dressed, lavish with his money, he made many friends. His greatest project was to organise an expedition, explore unknown rivers and unvisited countries and tribes, and furnish descriptive articles to a syndicate of publishers. For this enterprise he proposed to equip his schooner yacht, *Norna*, and to carry with him a company of writers, scientists and photographers. Speaking of his scheme he said he offered Rudyard Kipling \$12,000 a year to accompany the expedition and that the author was enthusiastic over the scheme but, because of previous engagements was compelled to decline. But he found others eager to go, and his room at the Waldorf was thronged with persons, who, it was said, had been engaged for this adventure. He disappeared from the Waldorf on February 28th, 1896. His health, he said, called for a trip to Florida. Then his advertising patrons made inquiries about the international publication, and found that the Boston newspaper Weaver had mentioned, had no connection with it.

ARRESTED ON THE RETURN.

Weaver returned to New York, and on June 20th 1896, was arrested by detectives. An order had been issued to arrest him on a charge of having been known to the police from previous affairs, for, according to the records, Weaver, then known as Frank Wilson, alias James W. Clark and Ward, had been arrested in 1888 charged with swindling a Chicago woolen firm. He escaped this predicament at the time, but the police did not forget him. The Boston newspaper said it had lost \$6,000 through his operations, and wanted to prosecute him, but after three days' imprisonment, he was released. Once free again, he went on with his "explorations" on his yacht, which was fitted up with small arms and two rapid fire guns.

The yacht touched at many ports in the States, England and the Continent, where the "Commodore" always lived at the best clubs and pursued his pet amusements. The *Norna* carried the flag of the Atlantic Yacht Club of New York, of which organization Mr. Weaver was at one time a member.

## THE SHADOW OF THE PLAGUE.

Is the plague coming to England? Are we to have a repetition of the horrors of the seventeenth century? These sound rather alarmist questions, but it looks as if they would have to be taken seriously into consideration. Alexandria is sustaining a severe visitation from the deadly disease, and Alexandria is within a week's journey of London. Five years ago, according to the *British Medical Journal*, the present epidemic commenced its progress, and during that time it has travelled to the Mediterranean. "Will Europe," asks our contemporary, "be in the throes of an epidemic plague with all its terrors to life and its dislocation of commerce? It is possible, perhaps even probable, that such will be the case." A disquieting pronouncement surely.—*London Letter*.

## THE LINGUA FRANCA OF THE FUTURE.

Which language should be employed as the *lingua franca*? The tongue, we think, must be modern, in order that those who cannot learn readily from books may learn by ear, and also, in order that there should be a sufficiency of instructors. It should be one, for the same reasons, easy to acquire, already widely diffused and capable of conveying anything which is capable of being conveyed. English, French, and Spanish all meet these conditions, German, Russian, and Italian being all a little too local, and of the first three the English is perhaps the one most likely to be selected. That, at least, is the judgment of Professor Diels, who has been lecturing on the subject before the University of Berlin, and he has many arguments to produce. English, though a difficult language to pronounce owing to our confused method of spelling sounds which, originally different, are now the same, is not difficult to learn, the whole tendency of the language, which has already got rid of germs of inflections, and is getting rid of the delicacies of expression like the use of the subjunctive mood, being towards simplicity. Including, as it does, both Latin and Teutonic words, and thus representing two civilisations, its range is almost without limit, while its brevity of expression, though not equal to that of Latin, is without a rival in modern tongues. It is, moreover, the tongue which has the widest diffusion. Nearly a hundred and fifty millions of people already use it, while among four hundred millions more in India and Africa it is becoming a language of the future. Already used in every port in the world, its conquests are advancing every day; while the immense volume of its literature and the methods of English education preserve it, if not perfectly, at least to a great extent, from splitting into dialects. For all these reasons, and many more, one being the tendency of the age to neglect "the humanities" for the more "practical" studies, the world will probably adopt English as its *lingua franca*, the universal medium of intercourse among men otherwise separated by the barriers of language. There will, of course, be no formal decision to that effect even by Universities or Chambers of Commerce, much less by Legislatures of Kings. International jealousies would be sufficient to prevent that, besides the reluctance to part with general habits, but before sixty years have passed that is, before our babies are old men—it may well be that no one in any country of the world will hold himself cultivated unless he knows English; and that any man wishing to rise in life, more especially through commerce, will reckon his English as he now reckons his book-keeping, not among his accomplishments, but among the capacities an employer would naturally expect. A silent process, possibly as little marked as the year-to-year supersession of all local dialects in England by the London patois, will make of English the medium of conveying all thoughts meant for all men, and for conducting all business in which more than one country is

concerned. Perceptions of convenience and hope of profit will conquer international jealousy, as in most of the seaports of the world they do already.—*Speculation*.

## SHIPPING REPORTS.

Captain Dowson, of the steamship *Woojung*, from Swatow, reports:—Fine weather throughout.

Captain Selly, of the steamship *Glenfarg*, from Singapore, reports:—Light N.E. winds and smooth sea.

Captain F. W. Joslin, of the steamship *Kong Bung*, from Saigon, reports:—Light N.E. winds and fine weather throughout.

Captain Thompson, of the steamship *Kanachi Maru*, from London, reports:—Light variable winds and smooth sea from Singapore.

## NOTANDA.

## CALENDAR.

Meteorological means based on fifteen years' observations to 1898.

Barometer ..... 29.824  
Thermometer ..... 80.4  
Humidity ..... 71  
Rainfall ..... 8.33

TO-DAY.  
WEATHER REPORT.  
On 13th Sept. On 14th Sept.  
Barometer ..... 29.95 29.87  
Thermometer ..... 83 82  
Humidity ..... 77 76  
Rainfall ..... 0.01 —

TO-DAY.  
Wednesday, 13th September, 1899.  
Chinese—9th of 8th moon of 25th year of Kwang-si.

Sun—Rises ..... 5hr. 47min.  
Sets ..... 5hr. 47min.  
Moon—First Quarter 5hr. 26 m.  
Moon—Full Perigee 5hr. a.m.  
High water—Morning ..... 1hr. 12min.  
Afternoon ..... none  
Low water—Morning ..... 5hr. 56min.  
Afternoon ..... none  
No inferior high—nor low—water.

ANNIVERSARIES.  
1806—Charles James Fox died.  
1872—The Grand Duke Alexis of Russia visited Hongkong.  
1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.  
1882—Battle of Tel-el-Kebir.  
1898—Ya Man-tes creates Schutzen riots.

TO-MORROW.  
Thursday, 14th September, 1899.  
Chinese—10th of 8th moon of 25th year of Kwang-si.

Sun—Rises ..... 5hr. 47min.  
Sets ..... 5hr. 47min.  
Moon—First Quarter 5hr. 26 m.  
Moon—Full Perigee 5hr. a.m.  
High water—Morning ..... 1hr. 12min.  
Afternoon ..... none  
Low water—Morning ..... 5hr. 56min.  
Afternoon ..... none  
No inferior high—nor low—water.

ANNIVERSARIES.  
1763—A scouting vessel of the British fleet under Admiral Cornish took soundings in Manila Bay.  
1852—Duke of Wellington died.  
1864—The Hongkong Volunteers called out on account of riots.  
1874—Public meeting re the Customs Blockade of Hongkong.  
1881—British tea manufactory at Hsi Cheng destroyed by fire.  
1896—Tornado at Tientsin; 22 persons drowned.

STEAMERS EXPECTED.

Names. From. Due.

Candia ..... Singapore ..... To-morrow  
Moyone ..... Singapore ..... To-morrow  
Coromandel ..... Singapore ..... Sept. 19th  
Orestes ..... Singapore ..... Sept. 17th  
Glaucus ..... Singapore ..... Sept. 18th  
Sachsen ..... Colombo ..... Sept. 19th  
Yavata Maru ..... Thursday Id. ..... Sept. 21st  
China ..... Japan ..... Sept. 21st  
Kagoshima Maru ..... Bombay ..... Sept. 25th

We would direct the attention of shipping firms to the style in which the "Steamers Expected" and "Projected Sailings" are now published in this office, and in so doing respectfully urge the managers of shipping firms to send their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship. Destination. Date.

Airline ..... Sydney, &c. .... Oct. 2nd  
Alesin ..... Havre, &c. .... Sept. 14th  
America Maru ..... New Francisco, &c. .... Nov. 14th  
Argyll ..... New York, &c. .... Oct. 15th  
Bayern ..... Straits, &c. .... Oct. 15th  
Belgian King ..... San Diego, &c. .... Oct. 15th  
Bengal ..... Europe, &c. .... Sept. 16th  
Candia ..... London, &c. .... Oct. 21st  
Canton ..... London, &c. .... Sept. 21st  
Carlisle City ..... San Diego, &c. .... Sept. 20th  
Cammerthshire ..... San Diego, &c. .... Nov. 15th  
Challenger ..... New York, &c. .... Oct. 15th  
China ..... San Francisco, &c. .... Oct. 3rd  
City of Peking ..... San Francisco, &c. .... Nov. 21st  
City of Rio ..... San Francisco, &c. .... Oct. 27th  
Coptic ..... San Francisco, &c. .... Nov. 4th  
Coromandel ..... Shanghai, &c. .... Sept. 15th  
Doric ..... San Francisco, &c. .... Oct. 10th  
Emp. China ..... Vancouver, &c. .... Oct. 25th  
Emp. India ..... Sept. 22nd  
Emp. Japan ..... Sept. 20th  
Esmeralda ..... Manila, &c. .... Sept. 20th  
Futami Maru ..... Thursday Is., &c. .... Sept. 20th  
Gaelic ..... San Francisco, &c. .... Sept. 16th  
Glenogle ..... Victoria, B.C. .... Oct. 17th  
Haiching ..... Swatow, &c. .... Sept. 14th  
Hongkong Maru ..... San Francisco, &c. .... Sept. 23rd  
Indrani ..... New York, &c. .... Sept. 18th  
Kagoshima Maru ..... Kobe & Yokohama, &c. .... Sept. 20th  
Kangawara Maru ..... Marseilles, &c. .... Sept. 22nd  
Kawachi Maru ..... Kobe & Yokohama, &c. .... Sept. 14th  
Kong Albert ..... Straits, &c. .... Dec. 13th  
Kosai Maru ..... Vladivostok, &c. .... Sept. 23rd  
Kweiyang ..... Tientsin, &c. .... Sept. 17th  
Lennox ..... Victoria, B.C. .... Nov. 4th  
Lightning ..... Singapore, &c. .... Sept. 16th  
Maidura Maru ..... Swatow, &c. .... Sept. 17th  
Momonmouthshire ..... Victoria, B.C. .... Oct. 7th  
Nippon Maru ..... San Francisco, &c. .... Oct. 19th  
Nürnberg ..... Havre, &c. .... Sept. 27th  
Ping Suey ..... New York, &c. .... Oct. 5th  
Preuss ..... New York, &c. .... Sept. 23rd  
Prinz-Hoernrich ..... Straits, &c. .... Jan. 10th  
Tyrrhus ..... Sept. 20th  
Rijoun Maru ..... Marseilles, &c. .... Sept. 21st  
Rosella ..... Japan, &c. .... Sept. 16th  
Sachsen ..... Singapore, &c. .... Oct. 11th  
Sado Maru ..... Marseilles, &c. .... Oct. 11th  
Salvadora ..... Manila, &c. .... Sept. 16th  
Sargando ..... London, &c. .... Oct. 3rd  
Savonia ..... Havre, &c. .... Oct. 11th  
Serbia ..... Havre, &c. .... Oct. 30th  
Suevia ..... Havre, &c. .... Oct. 10th  
Tacoma ..... Victoria, B.C. .... Oct. 21st  
Talyuan ..... Port Darwin, &c. .... Sept. 27th  
Thyrin ..... San Diego, &c. .... Sept. 21st  
Yavata Maru ..... Japan, &c. .... Sept. 21st  
Yokohama Maru ..... Manila (Direct), &c. .... Sept. 21st

## SHIPPING AND MAIL NEWS.

MAILED DUE.  
English (*Coromandel*) 15th inst.  
German (*Sachsen*) 19th inst.  
American (*China*) 21st inst.  
American (*Doric*) 30th inst.

The O. S. S. Co.'s steamer *Glaucus* from Liverpool leaves to-day and may be expected to arrive here on 18th instant.

The O. S. S. Co.'s steamer *Orestes* from Liverpool left Singapore yesterday and may be expected to arrive here on 17th instant.

The O. & O. S. S. Co.'s *Doric* with mails &c. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 2nd inst.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro* with mails &c. which left hence Aug. 12th for San Francisco, Yokohama, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination, on the 9th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.  
*Isla de Luzon* ..... " "  
*Carlisle City* ..... " "  
*H.M.S. Bonaventure* ..... " "  
*Fetioo* ..... " "  
*Legashi* ..... " "  
*Kongman* ..... " "  
*Taihuo* ..... " "  
*D. Juan Austria* ..... Cosmopolitan  
*P. C. C. Kiao* ..... " "  
*Taiyuan* ..... " "

PASSED THE CANAL.

Outward—11th August—*Zooa*, *Savona*, 18th August—*Kawachi Maru*, *S. C. C. T. T.*, 2nd August—*Aberglade*, *Acara*, *Alphonsine*, 25th August—*Glaucus*, *Stam*, *Jade*, *Orestes*, *Vladimir*, 29th August—*Andalusia*, *St. Mary*, *Sachsen*, *Odesa*, 1st September—*Benarig*, *Algoa*, *Bingo Maru*, *Omba*, *Tonkin*.

Homeward—1st Sept.—*Kanakura Maru*, *Yangtze*.

## Shipping.

Arrivals.  
WOOSUNG, British steamer, 1,040, Dowson, 12th Sept.—Swatow 11th Sept., General—Butterfield & Swire.

GLENFARG, British steamer, 3,647, F. Selly, 13th Sept.—Singapore 7th Sept., General—Fanning, Matheson & Co.

HATING, French steamer, 2,250, M. J. Janssen, 12th Sept.—Hanoi and Hongkong 12th Sept., General—A. R. Marty.

ROSETTA, British steamer, 2,030, C. C. T. T., 13th Sept.—Yokohama 6th Sept., Mails and General—P. & O. S. N. Co.

KAWACHI MARU, Japanese steamer, 3,690, J. S. Thompson, 13th Sept.—London and Ports 4th Aug., General—Nippon Yusen Kaisha.

MAIDZURU MARU, Japanese steamer, 667, T. Nagata, 13th Sept.—Amoy and Swatow 12th Sept., General—Mitsui Bussan Kaisha.

SAXON-RICKMERS, British steamer, 600, Nash, 14th Sept.—Shanghai 9th Sept., Ballast—Arnold, Karberg & Co.

SAITOH-RICKMERS, British steamer, 600, Nash, 14th Sept.—Shanghai 9th Sept., Ballast—Arnold, Karberg & Co.

SAITOH-RICKMERS, British steamer, 600, Nash, 14th Sept.—Shanghai 9th Sept., Ballast—Arnold, Karberg & Co.



## Nippon Yusen Kaisha.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU J. S. Thompson	Kobe and Yokohama	Friday, 15th Sept., at Noon.
*RIOJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and Yokohama.	Thursday, 21st Sept., at 4 P.M.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Friday, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO.	Saturday, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, YOKO, and NAGASAKI.	Thursday, 28th Sept., at Noon.
FUTAMI MARU J. Thom	CHITTOO, CHIMULU and NAGASAKI.	Friday, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 29th Sept., at 4 P.M.
SADO MARU W. Thompson	Kobe and Yokohama	Friday, 30th Sept., at Noon.
	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Friday, 6th October, at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th September, 1899.

**DISINFECTANT**  
**SANITAS**  
FLUID, POWDER, SOAPS, &c.  
OF ALL CHEMISTS AND STORES.  
Valuable Book  
HOW TO DISINFECT.  
The SANITAS Co. Ltd.  
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**SETTING UP OF DISTILLERIES**  
Rice—Corn—Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS.  
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Laboratories of Druggists—Essences Factories  
**STEAM KITCHENS**  
EGROT & GRANGÉ, rue Mathis, PARIS  
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## TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germ from taking root in the lungs.

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Is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dread disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.  
50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

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APOTHECARIES HALL, 66, Queen's Road

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FERRUGINOUS QUININE

THE GREAT AUSTRALIAN TONIC

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PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON &amp; Co.

Hongkong, 1st September, 1899.

KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS,

21 &amp; 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

HONGKONG, 15th March, 1893.

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COMPARE OUR

MENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

F. CAZANOVE,

BO. D. AUX.

GOLD MEDALS

Bordeaux, 1852. Paris, 1859.

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A. KERMANN.

This ELIXIR is employed with

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of the STOMACH and FACILITATE

THE DIGESTION.

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Of the Rev. Father A. KERMANN

MOKA-KINA of Dr. GOLL

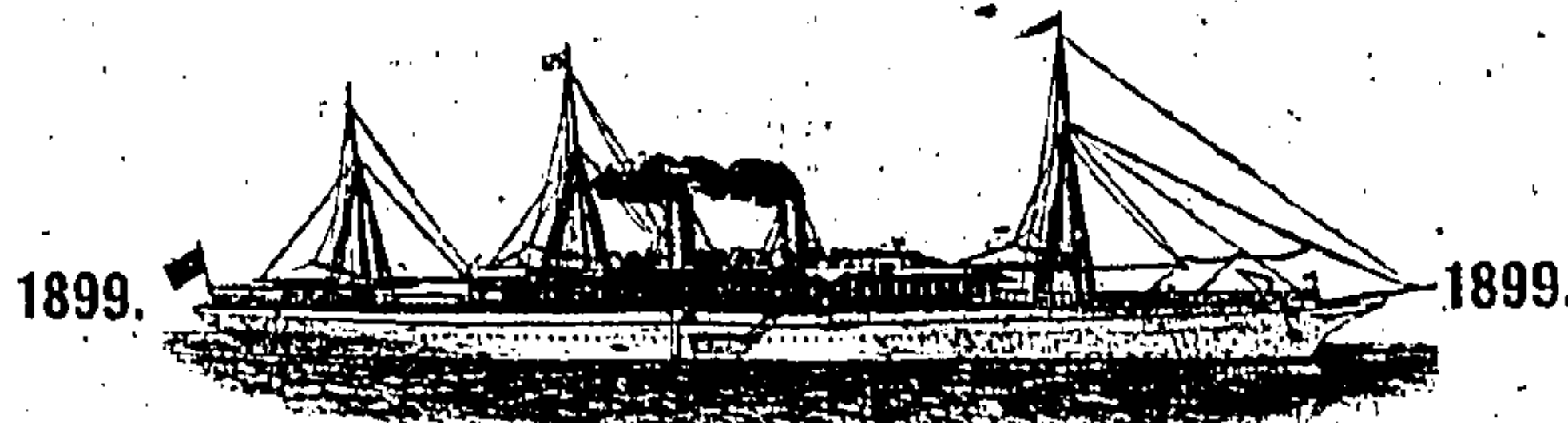
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CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

1899. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender's Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor &amp; Manager.

Hongkong, 28th April, 1899.

## Mails.

NORDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
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(Freight Service.) (East Asiatic Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ALESIA	HAVRE and HAMBURG.	14th Sept.
NURNBERG	(LONDON with transhipment in HAMBURG)	About 27th Sept.
*SAVOIA	(LONDON with transhipment in HAMBURG)	About 11th Sept.
JAGER	(LONDON with transhipment in HAMBURG)	About 19th Oct.
SUEVIA	(LONDON with transhipment in HAMBURG)	About 19th Oct.
SERBIA	(LONDON with transhipment in HAMBURG)	About 20th Oct.
Ostermann	(LONDON with transhipment in HAMBURG)	October.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL &amp; SOUTH AMERICA, &amp;c.

Thyra	13,406	about	Oct. 15
German King	13,379	about	Oct. 15
German King	13,379	about	Nov. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 12th September, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship.

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen ..... Wednesday 11th Oct.

Bayern ..... Wednesday 18th Nov.

König Albert ..... Wednesday 13th Dec.

Prinz Heinrich ..... Wednesday 27th Dec.

Preussen ..... Wednesday 16th Jan.

Karlruhe ..... Wednesday 24th Jan.

Sachsen ..... Wednesday 7th Feb.

Hamburg ..... Wednesday 21st Feb.

Bayern ..... Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct.

1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain T. Mentz, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling

at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie will be received on board until 5 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

SAILING VESSEL.

FOR NEW YORK.

THE 3 1/2 A. I. American Ship

"CHALLENGER," will load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co.

Hongkong, 28th July, 1899.



## AHEAD OF THE MAIL.

DATES TO THE 18TH AUGUST.

## The Transvaal.

LONDON, August 11th.  
The newspapers published in the Transvaal, in the Boer interest, threaten that in the event of hostilities with Great Britain the mining plants of Johannesburg, worth millions of pounds sterling, will be wrecked, and that Johannesburg will be reduced to ruins.  
The Imperial Government has chartered the *Goth*, a steel twin-screw steamer of 4,738 tons, belonging to the Union Steamship Co., and the *Arundel Castle*, a steamer of 4,588 tons, belonging to the Castle Line. These vessels will be used as transports.

## The Dreyfus Case.

August 12th.  
The examination of the secret dossier having been concluded, the court-martial on Dreyfus was resumed at Rennes yesterday. Dreyfus admitted in examination that he had had a copy of the bordereau concealed in his clothes after his condemnation, and said that his object in keeping the document was to refresh his memory. Colonel Jouaust, the President of the Court, thereupon admitted that Dreyfus was entitled to do so.  
M. Casimir-Perier, President at the time of Dreyfus's condemnation, passionately denied that he had pledged his word to a man accused of treason that the court-martial should not sit with closed doors. Yet, continued the witness, the newspapers had published the statement over the signature of Dreyfus. Striking the box before him violently, M. Casimir-Perier exclaimed with great emotion: "I insist upon having it disclosed who lied here." At this there was a sensation in the court. Dreyfus, interjecting, said that he could understand the witness's indignation, as his own intention had been misrepresented.  
Gen. Mercier in his evidence, said he was still convinced that Dreyfus delivered the documents enumerated in the bordereau. At this point Dreyfus rose and shook his fist at General Mercier, exclaiming: "You ought to blush at the incident, causing a sensation among the spectators in the crowded court. General Mercier justified his action in secretly communicating the document commencing with the words 'Le canaille de D.' to the court-martial, because the country was within an ace of war with Germany. M. Casimir-Perier, who was sitting in the court, shrugged his shoulders as the witness uttered these words.  
General Mercier said that he expected that Count von Mubster, the German Ambassador, would ask for his passports, and he (the witness) accordingly rejected General Mercier's desire, the chief of the staff, to prepare for the mobilisation of the army. It was uncertain when whether Russia would join with France. The ground was mined and countermined, and hence it was necessary to communicate the secret documents to the court-martial. As the general left the court he was vigorously booed by the public. His evidence, although heralded by a flourish of trumpets, is regarded as a complete fiasco.

August 14th.  
Mercier, turning half-round towards Dreyfus, exclaimed: "I had the slightest doubt as to the guilt of the accused. I would be the first to say that I had blundered in good faith." As Mercier uttered these words Dreyfus started to his feet. With a gesture of magnificent energy, and speaking in a firm yet spontaneous manner, he exclaimed in accents of the greater wrath and hatred: "That is what you ought to say." General Mercier continued: "I would do everything humanly possible to repair the blunder." "It is your duty to do so," exclaimed Dreyfus, his eyes flashing, and the veins starting on his forehead. At this the excited spectators broke out into loud applause.

At the Dreyfus-Court-martial, Madame Henry, the widow of Colonel Henry, stated in her evidence that the reason that her husband forged the well-known documents was that he wished to save the army from the machinations of Colonel Picquart.  
General Roges, who was recently transferred by the Government from France to Belgium, also gave evidence for the prosecution. He said that both ex-Major Esterhazy and M. Bertulus, the judge d'instruction, who examined Colonel Henry after his arrest, had told lies. He denied that Esterhazy wrote the bordereau, and he contended that the prisoner's treason was traceable in every paragraph of the document. At this Dreyfus, flushed with wrath and pain, exclaimed: "It is frightful for me to have my heart, soul, and entrails daily torn, and not to be permitted to reply. I have, and only this. The torture is too horrible. Never was an innocent man and a loyal soldier placed in so terrible a position." There was a sensation in court as the unfortunate man uttered these words.

M. Andre Lebon, who was Minister of the Colonies in M. Melles's Administration, which lasted from May, 1896, to June, 1898, testified before the Court-martial that he had not regretted, and that, if the occasion arose, he was prepared to again adopt the precautionary measures he had taken when the accused was a prisoner on the *le du Diable*. Dreyfus was bitterly when this evidence was being tendered, and, passionately, protested against the tortures which were inflicted under the instructions of M. Lebon. The incident caused a painful sensation among those in the court.

## Old Age Pensions.

Mr. Henry Chaplin, the President of the Local Government Board, suggests that the restoration of a duty of one shilling per quarter on grain would be one of the best methods of raising funds in connection with the old-age pensions scheme.

## The Hurricane in the West Indies.

Further news of a distressing character is coming to hand in reference to the terrible devastation caused by the recent destructive hurricane in the West Indies and the adjacent islands. The commander of the United States Troops at Puerto Rico reports that 100,000 persons are homeless in the island, and that he fears a famine as the result of the destruction of the crops.

## The Transvaal.

The military authorities in the Transvaal are instructing the reserve artillerymen in the use of the newest guns. The schemes for the transport and mobilisation of troops have been completed.  
In Natal, the armor-plated, loop-holed train has been got in readiness for a possible outbreak of war.  
The Transvaal Volksraad has added an article to the Grandwet (constitution) making it compulsory for non-burgers and coloured people to co-operate with the Boers in the defence of the republic.

The Hurricane in the West Indies.  
The damage done by the recent terrible hurricane at Ponce, Puerto Rico, is estimated at \$1,000,000.

colony of Guadeloupe, is estimated at 3,000,000 dollars (about £600,000).

## A Railway to Baghdad.

August 16th.  
A German scheme is on foot for securing a fresh concession in Asia Minor to construct a railway to Baghdad on the Tigris. M. Constant, the French Ambassador at Constantinople, supports the concession, but M. Zinoviev, the Russian Ambassador, opposes it.

## Mrs. Langtry's Marriage.

The marriage is announced of Mrs. Lillie Langtry, the well-known actress and society beauty, to Mr. Hugo Gerald De Bathe, the only son of Sir Henry Percival De Bathe, Bart., and formerly a Lieutenant in the Gloucestershire Regiment.

## The Transvaal.

The feeling at the Cape in regard to the crisis in the Transvaal is very enthusiastic. Recruiting is going on vigorously at Cape Town, Grahamstown, and Kimberley for the mounted and other forces of the British colonies and their dependencies.

## Meeting of Emperors.

The London *Daily Telegraph* is responsible for the statement that the Emperors of Russia, Germany, and Austria will meet in October at Skiermyewka, a town in Russian Poland, 45 miles south-west of Warsaw.

## Petition from Natal.

August 18th.  
Her Majesty the Queen has received from Natal a petition couched in similar language to those already received from Johannesburg and Cape Colony. The petition was presented by Sir Walter Francis Hely-Hutchinson G.C.M.G., the Governor and Commander-in-Chief of Natal. In making the presentation, Sir Walter expressed the pleasure both of Britain and of Natal at the latter's support of the policy of redress for the Uitlanders' grievances.

## The Coming U.S. Election.

Speaking in Iowa, yesterday, Mr. William Jennings Bryan, the Democratic candidate for the Presidency of the United States, at the election to be held in 1901, declared that the free silver question would no longer occupy the chief place in the democratic platform.

## The French Pretenders.

The French Government has addressed a sharp note to Belgium for its toleration of the presence of the French Pretenders, the Duke of Orleans and Prince Victor Napoleon. The Belgian Government has been warned of the consequences which may follow if it continues to harbour the two pretenders.

## H. M. S. "GOLDFINCH"

Her Majesty's first class gunboat *Goldfinch* arrived at Singapore on the 6th inst. from Australia, via Batavia. The *Goldfinch* is commanded by Capt. C. W. S. Leggett, and has been some years on the Australian Station, having been recommissioned at Sydney in April, 1899. Like all the ships on the Australian Station she is painted black. The *Goldfinch* is going home.

## THE BORE THAT FAILED.

The bore, which Calcutta was anxiously awaiting, turned out on arrival to be a very small one. No damage of any kind was done to the shipping or property on shore. Enormous crowds assembled on both sides of the Hugli to witness the expected onrush of the waters, but went away disappointed.

## A LEAKY SHIP.

The Russian steamer *Voronej*, which arrived at Singapore on the 5th instant from Vladivostok, spoke near Amoy, on the 31st August, the Italian ship *Cavour* bound from Singapore for Shanghai. The *Cavour* signalled that she was in a leak condition but did not require any help and wished to be reported otherwise all well. She was then thirty miles from Amoy—an easy distance.

## "RUGGER" IN AUSTRALIA.

The last "Rugger" test match between the Rev. J. Mullineux's English fifteen and a fifteen representing Australia was played on Sydney cricket ground on the 12th ult. before 5,000 people. The final result was—England, 13 points; Australia, nil. England thus won three out of the four test matches played. The English team were entertained at a farewell banquet.

## WHITE ANTS.

HOW TO TREAT THEM.

In Formosa, white ants swarm. In ten years, large beams which were painted with tar mixed with large quantities of carbolic and arsenic have been eaten to a shell by these destructive termites. Being prevented on the outside, they worked their way up the centre of brick pillars and walls, and thus managed to enter the wood-work absolutely unseen. A good plan is to insert blocks of granite into every pillar or wall, and thus before the ants can possibly get up to the wood-work of a house they must at these blocks come out and show themselves, when they can easily be dealt with by a coolie. When the granite blocks cut off their earthly passage they gradually become fewer.—*Strait Times*.

## BASEBALL AS SHE IS WROTE.

Baseball as she is wrote in the University of Michigan *Prinkie*. "The sensation of the game came in the fifth. Adair essayed to steal the home run by a panned ball, and plowed through the mud in a frantic slide only to be shut off by a superb parabola hurled by Mr. Ginniss from the central garden. Fulton accomplished two clever running putouts, and the diminutive Lu's, who played Short in Long's place, made two neat catches and robbed Lunn of a hit by knocking down a hard drive. For two innings both sides sparred for an opening. Five of the six foreigners went out on weak hits. On the other side, Miller crinketed the ball and mangled down to second, and Snow drew a base. McCollum advanced Johnson to second by a votive offering, but the busy catcher blundered around, the second sack when Fulton went around and was chased to death between the bases, winding up with a mud spattering slide into Lunn at the saucer. In the eighth Sullivan drew the initial for an instruction and slid to the next on Blencoe's roller. A moment later, on Davier sharp rap to Flieger, he was caught trying to steal the third baseman's watch and the slide was relied on halfway. In the ninth Maueson marred the game by a fumble, by overlooking Lunn's grounder, but McGinnis after a 120 yard hurdle leaped Hove's short base, ending the game and accomplishing the Wolverines 14 round up the petting-ladder."

## Auctions.

## GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		LOCALITY.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Registry No.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.
1	Yau Ma Tei	1250	1250	660	660	16,500	16,500	16,500	16,500	16,500	16,500

## GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3.15 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		LOCALITY.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Registry No.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.
1	Mong Kok Tsui	920	920	403	403	15,760	15,760	15,760	15,760	15,760	15,760

## GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3.30 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		LOCALITY.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Registry No.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.
1	Queen's Road East (for the hill side approached from Ship St.)	60	60	45	45	1,700	1,700	1,700	1,700	1,700	1,700

## To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).  
PROPERTY lately occupied by the Bowington Saw Mills.  
GROUND FLOOR, 54, PELL STREET.  
OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)  
"HARFORD" MAGAZINE GAP.  
No. 4, RIFON TERRACE.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th August, 1899. [12]

TO LET.  
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, lately the IMPERIAL BANK OF CHINA.  
Apply to  
Comptroller Office,  
E. C. HOCHAPPEL,  
Hongkong, 23rd March, 1899. [139a]

TO LET.  
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.  
Apply to  
c/o of this Office,  
Hongkong, 17th May, 1899. [164]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAICHING."  
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 14th instant, at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 13th September, 1899. [1164a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA, VIA AMOY.

THE Steamship  
"ESMERALDA."  
Captain Cobban, will be despatched for the above Port, TO-MORROW, the 14th instant, at Noon.  
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 13th September, 1899. [1114a]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING."  
Captain S. Belson, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1158a]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship  
"MAIDZURU MARU."  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 17th instant, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th September, 1899. [1151a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.

THE Company's Steamship  
"KWEIYANG."  
Captain Underbridge, will be despatched as above on SUNDAY, the 17th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th September, 1899. [1135a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
"TAIYUAN."  
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.

THE Company's Steamship  
"TAIYUAN."  
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th September, 1899. [1146a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AIRIE."  
Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 9th September, 1899. [1149a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ARGYLL."  
will be despatched for the above port and will be followed by  
S.S. "AFGHANISTAN" at intervals of 2 weeks.  
For Freight  
DOUGLAS LARPAIK & Co., LIMITED,  
Agents.  
Hongkong, 7th September, 1899. [191a]

## Shipping.

## STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship  
"INDRANI."  
Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon.  
For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1065a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(ROUT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.  
THE Full-powered Steamship  
"PISA."  
Captain Fendt, will be despatched as above on SATURDAY, the 23rd instant.  
The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.  
For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 11th September, 1899. [938a]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
"SARPEDON."  
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.  
THE New Steamship  
"PINC SUEY."  
Captain C. de La Portelle, will be despatched for the above Port, on or about the 5th October.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 21st August, 1899. [1020a]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.  
CONSIGNEES OF CARGO per Steamship "GAELIC."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 7th September, 1899. [14]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"LIGHTING."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after the 13th instant, at 2 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 11th September, 1899. [1152a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.  
FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.  
THE Steamship  
"MARIA VALERIE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
This vessel brings Cargo—  
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.  
Optional Cargo will be discharged here unless notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 12th September, 1899. [1173a]

NOTICE.  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID  
THE BEST ANTISEPTIC  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 9th March, 1897. [11]

## Entertainments.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.  
SOLE AGENTS FOR  
HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM and  
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.  
EVERY KIND OF  
SHIPS' STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
HARBOR, 14th May, 1896. [139]

CAROLINEUM AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damppness.  
Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September, 1896. [19]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE, \$160.  
A special reliable Watch made for this Climate.  
Quality A.....\$16  
Quality B.....\$12  
211, QUEEN'S ROAD,  
Watson's Building.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.  
Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—  
Milki Coal Mines.  
Kanada Coal Mines.  
Hokoku Co. I Mines.  
Yoshiotani Coal Mines.  
Onnoura Coal Mines.  
No. 1, Ohtsuki Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshi Coal Mines.  
Yamaoka Coal Mines.  
Manoum Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kanagafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Milke Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.  
MITSUI BUSSAN KAISHA,  
K. HASEGAWA,  
Managers.  
Hongkong, 19th August, 1899. [149]

DUMINY & CO.

CHAMPAGNE

EXTRA DRY

Carte D'Or 860 Carte Blanche



## Intimations.

## NOTICE.

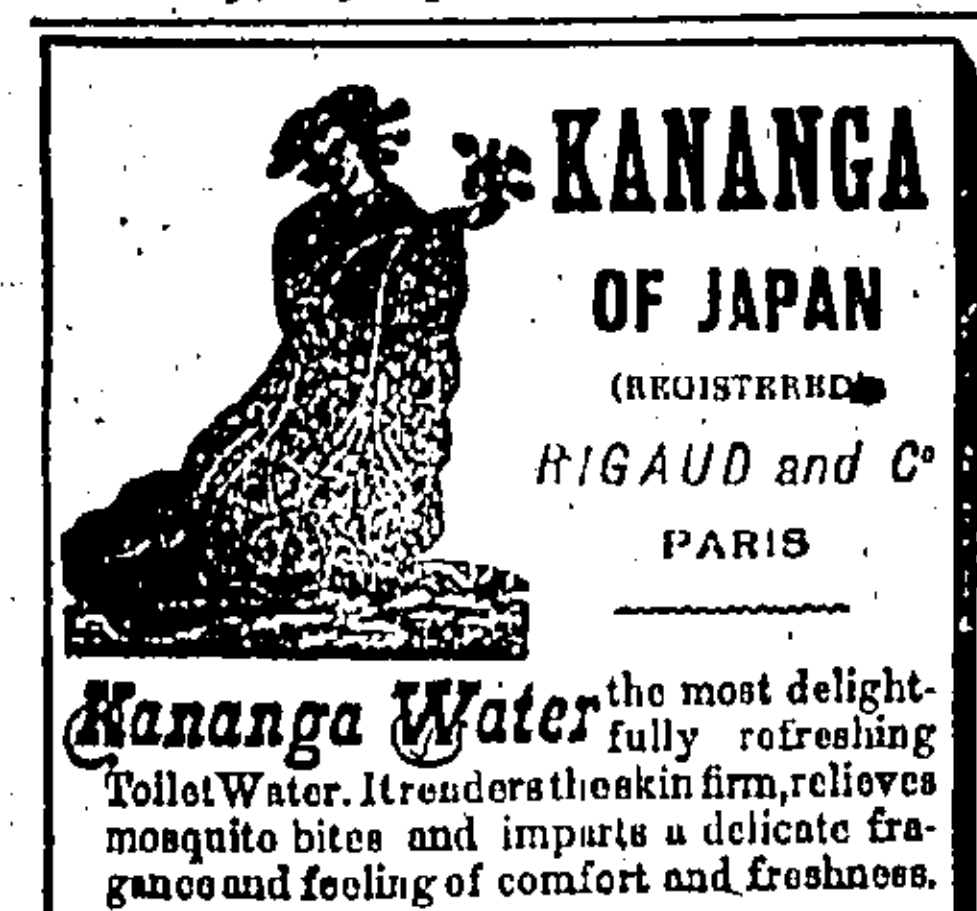
NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [1048a]

## NOTICE.

PRIVATE BOARD AND RESIDENCE,  
166, Queen's Road East.  
Mrs. HORTON.  
Hongkong, 30th June, 1899. [853a]

## CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES AND SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [40]



**Kananga Water** the most delight-  
fully refreshing  
Toll Water. It renders the skin firm, relieves  
mosquito bites and imparts a delicate fra-  
grance and feeling of comfort and freshness.

New Sensations in Perfumery  
RIGAUD'S KANANGA EXTRACT  
RIGAUD'S WHITE ROSE  
RIGAUD'S MELATI EXTRACT  
RIGAUD'S IROA D'AFRIQUE EXTRACT  
RIGAUD'S LILY OF THE VALLEY EXTRACT  
RIGAUD'S YLANG-YLANG EXTRACT  
RIGAUD'S BANTAM EXTRACT  
RIGAUD'S JASMINE or Chamelle EXTRACT  
8, RUE VIVIENNE, 8, PARIS

## MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.  
Hongkong, 22nd September 1898. [45]

## LETTER ALL COME

## YEE CHUN'S STUDIO

at No. 30, QUEEN'S ROAD CENTRAL, where  
PHOTOGRAPHS AND PORTRAITS ON  
IVORY are executed at Moderate Prices.  
Hongkong, 2nd May, 1899. [496a]

## SIEN TING,

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [43]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. L. SAKATA)  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899. [18a]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbours:  
HUTTEN HALL, British ship, Thurber.—Chas.  
E. Richardson & Co.

## The Share Market.

## LATEST QUOTATIONS.

(September 13th.)

Banks.  
Hongkong and Shanghai Banking Corporation  
—250 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
nominal.  
The Bank of China & Japan, Ltd.—(Ordinary)  
41 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)  
—55 buyers.  
National Bank of China, Ltd.—\$26 buyers.  
Do. —\$26 buyers.

## Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.  
China Traders' Insurance Co., Limited—\$63.  
Nanyang Insurance Assoc. Ltd.—\$124.  
Canton Insurance Office, Ltd.—\$150.  
Strait Insurance Co., Ltd.—\$6.  
Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.  
China Fire Ins. Co., Ltd.—\$884.

## Shipping.

Hongkong, Canton, & Macao Steamboat Co.,  
Limited—\$314.  
Indo-China Steam Navigation Company, Ltd.  
—\$72.  
China and Manila S.S. Co., Ltd.—\$91.  
Douglas Steamship Co., Ltd.—\$52.  
China Mutual S. N. Co., Ltd.—(Preference)—  
—59 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—  
—65 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—  
—65 buyers.

## Star Ferry Co., Ltd.—\$191.

## Radar.

China Sugar Refining Co., Ltd.—\$148.  
Luzon Sugar Refining Co., Ltd.—\$54.  
Mining.  
Punjab Mining Co., Ltd.—\$91.  
Do. Preference Shares—\$2.  
Bodifre Franchise des Charbonnages du Ton-  
kin—\$240.  
Osaka Mining, Limited—\$50.  
Quebec Mining and Trading Co., Ltd.—\$134.  
Ramb Allan Gold Mining Co., Ltd.—\$631.

## Oliver's Freehold Mines, Ltd.—(A) \$11.

Oliver's Freehold Mines, Ltd.—(B) \$74.  
Great Eastern and Caledonian Gold Mining  
Co., Ltd.—\$3.

## Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$45.  
Hongkong and Kowloon Wharf and Godown  
Company, Limited—\$100.  
Wanchai Warehouse and Storage Co., Ltd.—\$45.  
New Amoy Dock Co., Ltd.—\$17.

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.  
—\$10.  
Hongkong Land Investment and Agency Co.,  
Ltd.—\$115.  
Kowloon Land and Building Co., Ltd.—\$29.  
West Point Building Co., Ltd.—\$35.  
Hongkong Hotel Co., Ltd.—\$136.  
Humphrey's Estate and Finance Co., Ltd.—  
—\$104.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$30.  
China-Borneo Co., Limited—10.  
A. S. Watson & Co., Limited—\$17.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$190.  
Geo. Fenwick & Co., Ltd.—\$424.  
Hongkong Ice Co., Ltd.—\$130.  
Hongkong High-Level Tramways Co., Ltd.—  
—\$145.

## Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$15.  
Bell's Asbestos Eastern Agency, Limited—\$1  
nominal.  
Bell's Asbestos Eastern Agency, Ltd.—\$5.  
Armistead & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$65.  
Ewo Cotton Spinning & W. Co., Ltd.—\$15.  
International Cotton Mfg. Co., Ltd.—\$15.  
Lao-chung-mow Cotton Spinning & Weaving  
Co., Ltd.—\$15.  
Soy Chee Cotton Spinning Co., Ltd.—\$15.  
Yahloong Cotton Spinning Co., Ltd.—\$15.  
Tebrau Planting Co., Ltd.—\$5.  
BENJAMIN, KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 13th September.  
ON LONDON, Telegraphic Transfer ...1/11 5/16  
" Bank Bills, on demand ...1/11 5/16  
" Credits, 4 months' sight ...1/11 5/16  
" D'ments, 4 months' sight ...1/11 5/16  
ON BERLIN, (demand) ...M. 1.99  
ON PARIS, Bank Bills, on demand ...2.50  
" Credits, 4 months' sight ...2.50  
ON NEW YORK, Bank Bills, on demand ...47 3/4  
" Credits, 30 days' sight ...47 3/4  
ON BOMBAY, Telegraphic Transfer ...145 1/2  
" On demand ...146 1/2  
ON SHANGHAI, Telegraphic Transfer ...73 1/2  
" Private, 30 days' sight ...74 1/2  
ON YOKOHAMA, T.T. ...48 per cent. prem.  
Sovereigns, Bank's Buying Rate ...\$10.23  
Gold ...\$100 touch, per tael ...\$34.40  
Bar Silver ...\$27 1/2  
Dollar ...21 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, 13th September.  
New Patna ...\$40 per chest.  
New Benares ...\$17 1/2  
New Malwa ...\$750/770 per picul.  
Old Malwa ...\$780/840  
Persian, paper tied ...\$670/750

## VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken Mr. E. A. Leggat  
and children Mr. R. W. Loman  
Mr. J. H. Alden Miss Lucker  
Mr. J. H. Andes Mr. Emile Lutz  
Mrs. John Angus Mr. J. Y. Mayston  
Mr. W. Armstrong Col. & Mrs. McCaskey  
Mr. O. C. Arpe Mr. H. Metman  
Mr. W. S. Bailey Mr. S. Mills  
Mr. J. Barlow Mr. F. Mooney  
Mr. B. J. Benedict Mr. Frank Murison  
Mr. and Mrs. A. H. Mr. E. O. Murphy  
Hottenheim Mr. A. H. Myers  
Mr. Bowers Mr. R. A. Naphegyi  
Mr. J. W. Brown Mr. J. Newell  
Mr. T. Burgdorff Mr. A. C. Van Nierop  
Mr. A. B. Carter Mr. and Mrs. Nolkner  
Dr. and Mrs. F. Clark Mr. J. P. O'Neill  
Mr. R. Colegrove Mr. J. P. O'Neill  
Mr. A. W. Cross Mr. W. Parfitt  
Mr. P. C. Denroche Mr. Perez  
Mr. A. Doctor Mr. G. E. Perry  
Mr. C. B. U. Dodd Mr. S. E. Richardson  
Mr. D. Earnshaw Mr. G. J. Robins  
Mr. L. L. Eitel Mr. & Mrs. C. Robinson  
Mr. H. H. Fox Mr. H. Simmins  
Mr. W. F. Gabel Mr. A. J. Hamilton  
Mr. K. Gadelius Mr. & Mrs. K. Gibson  
Mr. R. J. Hall Capt. Goddard  
Mr. S. Houghton Mr. R. J. Hall  
Mr. S. Hillman Mr. B. T. Walling  
Mr. T. Howard Mr. and Mrs. A. W.  
Mr. Wm. K. Hughes Majorand Mrs. Jeffreys  
Mrs. Jackson Mr. and Mrs. Joseph  
Mr. E. J. Kellner Mr. and Mrs. Kellner  
Mr. and Mrs. Kiene Mr. J. Williamson  
Mr. J. Kirkwood Mr. W. J. Wright

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. and Mrs. Lionel Mr. H. U. Jeffries  
Boyle Major G. R. St. John  
Mr. H. F. R. Brayne Capt. F. Koford  
Mr. P. Bure Mr. J. Lamke  
Mr. and Mrs. F. G. Mr. J. E. Leo  
Collins Mr. C. W. Longuet  
Capt. van Corbach Mrs. C. W. Longuet  
Mr. G. H. Dani Mr. J. Von Oertzen  
Mr. and Mrs. W. H. T. Davis and child  
Mr. A. L. Denison Hon. H. E. Pollock  
Mr. P. Dow Capt. H. V. Pryne  
Col. G. J. H. Evtatt Mr. A. Reed  
Mr. J. S. Ezekiel Comdr. R. M. Rumsey  
Mr. R. M. Ezekiel Mr. A. Sinclair  
Mr. A. Forbes Mr. A. Findlay Smith  
Lt. Col. A. R. Fraser Mr. A. G. Stokes  
Colonel E. H. Gorges Mr. A. G. Stokes  
Staff-Surgeon and Mrs. Mr. A. H. Wheeler  
W. E. Home

## CRAIGIEBURN.

Rev. Bishop Gordon Mr. Hugo Silvestri  
Rev. E. Flynn, R.N. The Government Civil  
Hon. and Mrs. R. D. Hospital Sisters  
Ormsby Miss Triscott  
Miss Ormsby Mr. and Mrs. W. E.  
Mr. A. T. Richardson Turner  
Mrs. Percy Rolfe and Miss Underwood  
Consul Volpicelli  
Capt. C. B. Simmonds, Madame Volpicelli  
R.A.

## VISITORS AT THE WINDSOR HOTEL.

Mr. Maron M. Bela Mr. H. Rees  
Mr. and Mrs. W. A. Mr. and Mrs. Reyes  
Broggs and children  
Mrs. J. de Camille Mr. and Mrs. Robinson  
Mr. Ernest Dade Mr. Th. A. Ross  
Mr. & Mrs. J. Kennedy Mr. H. Shaal  
Mr. H. Martin Mr. A. Simon  
Mr. W. D. Norton Mr. V. Sorensen  
Mr. and Mrs. Oria and Mr. W. A. Sprik  
children Mr. Alex. Wait  
Mr. M. Pardo Mr. and Mrs. James  
Mr. and Mrs. David Wait  
Park Mr. E. J. Young

## VESSELS IN PORT.

## Steamers.

CARLEISLE CITY, British steamer, 1,894, Thos.  
Aitken, 7th Aug.—Mojit 2nd Aug, Gene-  
ral.—Butterfield & Swire.  
CHARTERHOUSE, British steamer, 1,278,  
Madox, 12th Sept.—Penang and Singapore  
30th Aug, General.—Joo Tak Sing.  
CHUNSHAN, British steamer, 1,418, E. J. Buller,  
9th Sept.—Java Ports, 1st Sept, Sugar—  
Jardine, Matheson & Co.  
EMPRESS OF JAPAN, British steamer, 5,904,  
G. D. Bowles, R.N.R., 12th Sept.—Van-  
couver 22nd Aug, and Shanghai 9th Sept,  
Mails and General.—C. P. R. Co.  
ESMERALDA, British steamer, 966, R. W. Cob-  
barr, 22nd Aug.—Manila 10th Aug, Gen-  
eral.—Shevan, Tomes & Co.  
GALICIA, British steamer, 2,691, Wm. Finch,  
R.N.R., 6th Sept.—San Francisco 9th  
Aug, Honolulu 16th, Yokohama 29th,  
Kobe 30th, Nagasaki 1st Sept, and  
Shanghai 4th, Mails and General.—O.  
O. S. S. Co.

## HAICHING, British steamer, 6,267, A. E.

Hodgins, 12th Sept.—Amoy 8th Sept,  
Amoy 9th and Swatow 11th, General.—  
Douglas, Laprak & Co.  
HANOI, French steamer, 738, Pannier, 11th  
Sept.—Pakhoi and Hoihow 10th Sept,  
General.—A. R. Marty.  
HOHENZOLLERN, German steamer, 2,039, H.  
Kirchner, 11th Sept.—Yokohama 1st Sept,  
Kobe 5th, and Nagasaki 7th, General.—  
Melchers & Co.  
JOHN SANDERSON, British steamer, 2,089, J.  
Erskine, 6th Sept.—Singapore 30th Aug,  
General.—Dodwell & Co.  
KEONG WAH, British steamer, 1,115, R. Un-  
sworth, 11th Sept.—Singapore 7th Sept, Rice.  
—Yuen Fat Hong.

## LEGATZ, Spanish steamer, 565, Antonio

Tribar, 4th Sept.—Manila 1st Sept, Gen-  
eral.—Order.  
LIGHTNING, British steamer, 2,122, S. H.  
Bolton, 10th Sept.—Calcutta 25th Aug,  
Penang and Singapore 4th Sept, General.  
—David, Sassoon Sons & Co.  
MARIE VALERIE, Austrian steamer, 2,648, A.  
Fellner, 11th Sept.—Singapore 6th Sept,  
General.—Sander, Wieler & Co.  
MAUSANG, British steamer, 1,643, J. Kynock,  
27th Aug.—Sandakan 20th Aug, Timor.  
—Jardine, Matheson & Co.  
MONKUT, British steamer, 859, N. C. Major,  
12th Sept.—Bangkok 3rd Sept, Rice.  
—Yuen Fat Hong.

## PHRA CHULA CHOM KLAO, British steamer,

1,012, B. Pigot, 29th July.—Bangkok 25th  
July, General.—Yuen Fat Hong.  
RIOJUN MARU, Japanese steamer, 2,972, J. W.  
Ekstrand, 12th Sept.—Mojit 7th Sept,  
General.—Nippon Yusen Kaisha.  
SANDAKAN, German steamer, 1,374, E. Muhle,  
2nd Sept.—Sandakan 28th Aug, Timor.  
—Melchers & Co.  
SUISANG, British steamer, 1,776, E. J. Todd,  
24th Aug.—Calcutta via Penang and  
Singapore 18th Aug, Opium and General.  
—Jardine, Matheson & Co.  
TAICHOW, British steamer, 862, P. Primrose,  
9th Sept.—Bangkok 2nd Sept, General.—  
Butterfield & Swire.

## TAIYUAN, British steamer, 1,459, R. Nelson,

3rd Sept.—Melbourne 22nd July, Sydney  
29th, Brisbane 1st Aug, Townsville 4th,  
Cockatoo 6th, Thursday Island 13th, Port  
Darwin 17th, and Manila 31st, General.—  
Butterfield & Swire.  
TARTAR, British steamer, 2,768, H. Pybus,  
R.N.R., 6th Sept.—Manila 3rd Sept,  
Ballast.—C. P. R. Co.  
TSURUGISAN MARU, Japanese steamer, 2,559,  
Narasaku, 10th Sept.—Kuchino 1st Sept,  
Coal.—Mitsui Bussan Kaisha.  
UNITY, Norwegian steamer, 929, F. Hansen,  
12th Sept.—Samarang 1st Sept, Sugar.  
—Lauts, Wegener & Co.

## Ballast Vessels.

CHALLENGER, American ship, 142, Gould, 12th  
Sept.—Mojit 2nd Sept, Ballast.—Am-  
hold, Karberg & Co.  
GOVERNOR ROBE, American ship, 1,627,  
Nichols, 21st Aug.—New York 5th May,  
Kerosine Oil.—Standard Oil Co.  
HUTTEN HALL, British ship, 1,989, Thurber,  
9th Sept.—Tacoma 25th June, Flour.—  
Order.  
JOSEPHUS, American ship, 1,547, P. Gilkey,  
30th Aug.—New York 25th April, Case  
Oil.—Standard Oil Co.  
RETRIEVER, British schooner, 96, Parker, 8th  
Sept.—Honolulu 16th July, Ballast.—  
Order.

## SIMLA, British 4-masted bark, 2,087, Huestis,

22nd Aug.—Cebu and Philippine Islands  
25th Aug, Ballast.—Order.  
ST. DAVID, American ship, 1,400, Lyons, 16th  
Aug.—San Francisco 3rd June, Flour.—  
Order.

## HER BRITANNIC MAJESTY'S SHIPS

## ON THE CHINA STATION.

Hongkong, September 13th, 1899.  
Alacrity, dispatch vessel, 1,700 tons, 10 to 12  
knots, 3,000 h.p., Commander A. H.  
Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. E. J. W. Slade, Foochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H.  
Bayly, cruising.

## Barfleur, 1st class battleship, 13,000 tons, 14

guns, 13,163 h.p., Captain Hon. S. C. J.  
Colville, C.B., cruising.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18  
guns, 9,000 h.p., Capt. R. H. J. Mont-  
gomery, C.B., R.N., Hongkong.  
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600  
h.p., Capt. Wrey, cruising.  
Centurion, 1st class battleship, 10,900 tons, 14  
guns, 13,000 h.p., Captain R. J. Jellicoe,  
cruising.

## Daphne, sloop, 1,740 tons, 8 guns, 2,000 h.p.,

Comdr. C. Winnington-Ingram, cruising.  
Esk, coast defence gunboat, 365 tons, 3 guns,  
200 h.p., Lieut. Comdr. C. Chadwick,  
Shanghai.

## Fame, twin screw, torpedo-boat destroyer, 402

tons, 5,400 h.p., Lieut. Comdr. R. Keyes,  
cruising.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns,  
360 h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 h.p., Hongkong.

## Hermione, 2nd class cruiser, 4,360 tons, 9,000

h.p., 18 guns, Capt. G. Callaghan, Cruising.  
Humber, storeship, 1,640 tons, 800 h.p., Com.  
H. J. Davidson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8  
guns, 7,000 h.p., Capt. H. N. Dudding,  
cruising.  
Linnæus, gun-vessel, 755 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Commander W. W.  
Smythe, cruising.

## Orlando, British cruiser, 5,600 tons, Capt. J.

Burke, en route Japan.  
Peacock, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. P. S. St. John,  
Manila.  
Pigmy, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. J. F. E. Green,  
Shanghai.  
Plover, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. S. V. Y. De M.  
Cowper, Foochow.  
Powerful, 1st class cruiser, 14,200 tons, 25,000  
h.p., Hon. H. Lambton, Hongkong.

## Rattler, 1st class gunboat, 715 tons, 6 guns,

1,200 h.p., Lieut. Comdr. The Hon. G. A.  
Hardinge, Foochow.  
Swift, gun-vessel, 755 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Foochow.  
Tamar, receiving ship, 4,600 tons, Comdr.  
Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3  
guns, 200 h.p., Hongkong.  
Undaunted, 1st class cruiser, 5,600 tons, 12  
guns, 8,500 h.p., Capt. A. C. Clarke,  
cruising.

## Victorious, British battleship, 14,900 tons, 32

guns, 12,000 h.p., Captain A. Schomberg,  
cruising.  
Waterwitch, surveying vessel, 620 tons, Com-  
mander W. P. Dawson, Chusan.  
Whiting, twin screw, torpedo-boat destroyer,  
320 tons, 6,000 h.p., Lieut. Comdr. E.  
Kelly, cruising.

## Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 h.p., Hongkong.  
Torpedo-boats in Reserve Nos. 8 and 20, 35,  
36, 37 and 38, first-class; and 3 second-class  
boats.

## Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G.  
Giorello, Shanghai.  
Kaiserin Elisabeth, Austrian cruiser, 4,064  
tons, 9,000 h.p., Capt. Julian, Shanghai.  
Liberal, Portuguese gunboat, 588 tons, Comdr.  
Cunha, Macao.  
Stromboli, Italian cruiser, 3,359 tons, Captain  
Cantantini, Shanghai.

## FOREIGN MEN-OF-WAR ON THE CHINA

## AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,  
5,000 tons twin screw, 36 guns, 9,500 h.p.,  
Captain Molas, at Port Arthur.  
Alouet, Russian gunboat, 80 tons, 8 guns, 760  
h.p., Captain Eliskis, at Vladivostok.  
Babro, Russian gun-vessel, 120 tons, 950 tons,  
13 guns, 1,150 h.p., Captain Boisman,  
at Nagasaki.  
Dimitri Donkoff, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Com. Avthoff, at Vladivostok.  
Gaidamak, Russian gunboat, 400 tons, twin  
screw, 18 guns, 3,500 h.p., Capt. Serebren-  
nikoff at Vladivostok.  
Gremiatich, Russian armoured cruiser, 1,492  
tons, twin screw 12 guns, 3,000 h.p., Capt.  
Bouboeff, at Port Arthur.  
Koreyev, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Serebriankoff, at Port  
Arthur.  
Kreysler, Russian cruiser, 1,300 tons, 18 guns,  
1,800 h.p., Capt. Zvinsky, at Singapore.  
Mamfou, Russian cruiser, 1,213 tons, twin  
screw, 18 guns, 1,500 h.p., Capt. Kachiaff,  
at Vladivostok.  
Navarin, Russian battleship, 10,000 tons, 10  
guns, 9,000 h.p., Captain Tenrich, at  
Vladivostok.  
Nayadnik, Russian cruiser, 1,334 tons, 14 guns,  
1,800 h.p., Capt. Zarine, at Port Arthur.  
Otanay, Russian armoured cruiser, 1,490 tons,  
twin screw, 12 guns, 2,000 h.p., Captain  
Copranoff, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36  
guns, 8,000 h.p., Captain Virentis, at  
Port Arthur.  
Rozia, Russian armoured cruiser, 12,200 tons,  
Capt. Domjoff, at Port Arthur.  
Rurik, Russian flagship, 10,940 tons, armoured  
twin screw cruiser, 1st class, 44 guns,  
13,500 h.p., Capt. Groupt, at Port Arthur.  
Silach, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Baranoff, at Vladivostok.  
Sisoi Veliki, Russian battleship, 10,000 tons,  
10 guns, 8,500 h.p., Capt. C. Parenayov,  
at Port Arthur.  
Sivoutch, Russian gunboat, 950 tons, twin  
screw, 13 guns, 1,200 h.p., Capt. Astromoff,  
at Port Arthur.  
Vladimir Monomach, Russian cruiser, 6,000  
tons Prince Ouchtomsky, at Port Arthur.  
Vostok, Russian torpedo gunboat, 4 guns, 650  
h.p., Com. Molchousky, at Vladivostok.  
Vradnik, Russian torpedo boat, 400 tons, 18  
guns, twin screw, 3,500 h.p., Capt. Rogulf,  
at Vladivostok.  
Yakov, Russian gunboat, 16 guns, 890 h.p., at  
Vladivostok.  
Zubakov, Russian cruiser, 1,230 tons, 20 guns,  
2,000 h.p., Capt. Shkruff, at Port Arthur.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING.)

Borge, 1st class, Russian torpedo boat, 81 tons,  
3 guns, 2 torp tubes 1,100 h.p., speed 21  
knots.  
Revel, 1st class, Russian torpedo boat, 66 tons,  
3 guns, 2 torp tubes 780 h.p., speed 23 knots.  
Suevob, 1st class, Russian torpedo boat, 69  
tons, 3 guns, 2 torp tubes 780 h.p., speed  
19.7 knots.  
(1st and 2nd class.)  
Forl, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Janfichit, Russian torpedo boat, 87 tons, 4  
guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons 4 guns,  
1,200 h.p., 22 knots.  
Novorossiisk, Russian torpedo boat, 87 tons, 4  
guns, 2,900 h.p., 22 knots.  
Podorvnik, Russian torpedo boat, 23 tons, 1  
gun, 220 h.p., 16 knots.  
Slak, Russian torpedo boat, 23 tons, 1 gun, 220  
h.p., 16 knots.  
Schorpik, Russian torpedo boat, 25 tons, 2 guns,  
220 h.p., 16 knots.  
Sootchik, Russian torpedo boat, 87 tons, 4 guns,  
970 h.p., 19 knots.  
Stratit, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Stratit, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4  
guns, 1,800 h.p., 22 knots.  
Usturi, Russian torpedo boat, 140 tons, 4 guns,  
1,800 h.p., 22 knots.  
† Flagship of Vice-Admiral Alexieff.  
† Flagship of Rear-Admiral F. V. Dubossioff.  
† Flagship of Rear-Admiral Reouboff.

## THE FRENCH SQUADRON.

Aspie, French gunboat, 463 tons, 6 guns, 453  
h.p., Captain Jourmet, at Saigon.  
Bayard, French flagship, 5,068 tons, 36 guns,  
4,500 h.p., Capt. Joannet, at Yokohama.  
Beutemps-Baupre, French cruiser, 1,240 tons,  
11 guns, 895 h.p., Captain Ternet, at  
Cheloo.  
Bruix, French cruiser, 1,750 tons, 16 guns,  
8,800 h.p., at Saigon.  
Camille, French gunboat, 473 tons, 6 guns, 631  
h.p., Captain Simon, at Saigon.  
Descartes, French protected cruiser, 3,985 tons,  
36 guns 631 h.p., Captain Bernard, at  
Nagasaki.  
Eclairer, French cruiser, 1,608 tons, 15 guns,  
2,408 h.p., Capt. Texier, at Along Bay.  
Forfait, French cruiser, 2,321 tons, 23 guns,  
2,784 h.p., Capt. Delort, at Nagasaki.  
Incarnat, French cruiser, 891 tons, 8 guns,  
850 h.p., Capt. La Seyve, at Cheloo.  
Jean Darc, French cruiser, 1,500 tons, 10 guns,  
8,000 h.p., Capt. Aubin, at Foochow.  
Lion, French gunboat, 473 tons, 6 guns, 576  
h.p., Capt. Amot, at Shanghai.  
Pascal, French protected cruiser, 3,985 tons,  
36 guns,